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INFORMATION REPORT

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COUNTRY Poland

REPORT NO.

SUBJECT Area East of Polish-German Frontier-Belt: Transitional
Character/Communications/General Economy/Military
Installations

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1.

2.

"In contrast to the territories close to the Polish-German frontier-belt, the areas situated farther east have no specific character. While before World War II it was rather typical farmland, the whole terrain changed to some extent during the war. During this period some large industrial enterprises (obviously not fitting into the economic pattern of this area) were transferred here from the West for reasons of security from bombing raids, with the result that some districts of these heretofore non-industrial Polish areas were transformed into heavily industrialized centers. Only the southern part, close to the Czechoslovak frontier, had from the very beginning a traditionally industrial character.

3.

"These areas, being in a state of transition, are characteristic of territory in the process of transformation, and the following sections of this report will take up the effects of this transition on communications, general economy, and military installations.

Communications

4.

"All vital highways cross this terrain in only a west-east direction, without having any connections to north-south highways. This fact becomes evident from a study of the autobahn system which was constructed shortly before World War II. There are the following autobahns:

(a) The Berlin-Szczecin autobahn with its extension into the first-grade Szczecin-Koszalin (German: Koeslin)-Slupsk (German: Stolp)-Gdansk (German: Danzig) highway.

(b) The Berlin-Frankfurt/Oder autobahn with its extension of the highway on the Polish side between Slubice (Frankfurt/Odra) and Poznan.

(c) The Berlin-Forst-Legnica (German: Liegnitz)-Wroclaw (German: Breslau) autobahn leading into Upper Silesia.

25X1A

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-2-

5. "Parallel to the autobahns listed above, first-grade highways radiated from Berlin to the east, as, for example, the pre-World War II Reichsstrasse No 1 highway which went from Berlin to Kostrzyn (German: Kuestrin) to Gorzow (German: Landsberg) to Walcz (German: Deutsch Krone) to Chojnice-Tczew (German: Koenigsberg/Ostpr). There was also the Berlin-Frankfurt (this segment goes via the autobahn)-Krosno (German: Crossen)-Zielona Gora (German: Gruenberg)-Wroclaw highway.

6. "This east-west highway communication system in its entirety had only a fragmentary connection to the north-south highway system. For example, there were connections to the following second-grade highways: (1) the Trzebiatow (German: Treptow)-Lobez (German: Labes)-Kalisz (German: Kalies) highway; (2) the Gorzow (German: Landsberg/W)-Miedzyszec (German: Meseritz)-Zielona Gora (German: Gruenberg) highway; (3) the Kozuchow (German: Freistadt)-Boleslawiec (German: Bunzlau)-Jelenia Gora (German: Hirschberg) highway. It should be emphasized that the above three highways had practically no interconnections aside from some third-grade side-roads. 25X1X

7.

8. "The Slubice-Poznan section of the Berlin-Frankfurt/Oder autobahn is at present being extended. The preparatory groundwork for this had already been done during World War II, and fragments of this autobahn can be noticed at various points when crossing the following area: south of Kownaty (German: Kemnath); Walowies (German: Wallwitzer Berg); Lagow (German: Lagow); north from Lubrza (German: Liebenau bei Schwiebus); south from Jordanowo (German: Jordan); Brojce (German: Braetz); Rogoziniec (German: Rogsen).

9. "The first-grade highway called now Berlin Chaussee (Polish term: Szosa Berlinska) which runs through Graby (German: Beatenwalde), Skwierzyna (German: Schwerin), Przytoczna (German: Prittisch), and Wierzbnio (German: Wierzebaum) is now under very systematic daily conservation and care.

10. "In 1952, a new project was started in this area. The second-grade highway connecting Miedzyszec (German: Meseritz)-Swiebodzin (German: Schwiebus)-Sulechow (German: Zuellichau) and Zielona Gora (German: Gruenberg) was not only greatly widened but also covered with a new layer along its entire route. In addition, all curves were cut out. Thus, it seems that this segment of the new first-grade highway will be connected with another segment which since 1951 has been under construction farther to the northeast between Pila (German: Schneidemuhl)-Ujscie-Czarnkow-Wronki and Miedzichod. On nearly all these routes the new first-grade highway follows the tract of the former third or even fourth-grade side-roads. Consequently, it seems logical that both segments (the distance from Miedzichod to Miedzyszec is only around 40 kilometers) will be connected to form a new evasion [sic]-highway (Polish term: rokada).

11. "Furthermore, it seems that this highway will eventually be extended in a southwest direction, in the vicinity of Nowogrod (German: Naumburg/Bober), to cross the Nisa River via the bridge in Forst. 25X1X

12. [redacted] another road branching off from this 'rokada' /see paragraph 10/ will be constructed next year /1954/. This branch-off will begin in Miedzyszec (German: Meseritz), go in the direction of Gorzow, and then proceed farther to the northwest via the bridge (now under reconstruction) over the Odra River near Krajnik Dolny (German: Niederkraenig). This project was started last summer /probably 1953/.

13. "As the Zielona Gora-Nowa Sol (German: Neusalz)-Prochowice (German: Parchwitz)-Wroclaw highway is still in excellent condition, a special highway system will be formed (after the completion of all the constructions discussed above) which in its final shape will resemble an 'X'. The diagonals of the 'X' will connect the north-west with the south-east and the north-east with the south-west. The diagonal lines will meet in the vicinity of Jordanowo (German: Jordan) where the 'X'-designed scheme will be crossed by the autobahn.

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Economy

14. "Although some industrial enterprises--damaged during World War II or dismantled after the war by Soviet authorities--were again set in operation, farming is still the chief branch of the economy in this area along with forestry, especially in its central part, between Berlinek-Kalisz (German: Berlinchen-Kalies) in the north and Wegliniec (German: Kohlfurt) and Boleslawiec (German: Bunzlau) in the south. As in other parts of the western territories, the nationalized form of farming is predominant here. State-owned estates (PGRs) are centered mainly in the northern part of the area, while in its southern part kolkhozes prevail. The explanation for this is the pre-war agricultural structure.
15. "The northern part (Western Pomerania) was mainly composed of privately-owned estates, while in the southern part small farm-holders were settled. Going deeper into this problem it should be added that while in the southern part new settlers from Central Poland or from behind the Bug [River] line form the majority of the populace, in the north quite a number of Germans can still be found on the state-owned estates working there as laborers. Of these Germans only a limited number are autochthonous. Most of them are German refugees from Eastern Prussia or other parts of former German territories, who were stopped in their attempt to escape farther west and consequently settled in Western Pomerania as PGR laborers. In line with the new Warsaw policy towards Germans, all these people are treated as equal to the Polish population. Even special German schools are now organized in the Szczecin and Koszalin (German: Koeslin) counties covering the northern part of the area under discussion. Rye and potatoes are the main agricultural products raised in this northern part with the exception of the Stargard (German: Stargard) area where the main planting is in sugar beets.
16. "In contrast, the central and southern parts of the subject area are outstanding by reason of a greater variety of products as, for example, the wine-grape cultivation near Zielona Gora where already an area of over 8,000 [hectares?] is covered with vineyards. Farther south, beyond Boleslawiec (German: Bunzlau), large areas are under cultivation for flax and hemp to be used in the fat or textile industries respectively. In addition, in the south, on the hilly slopes of the Iserskie and Karkonosze mountains (Iser- and Riesengebirge), there is large scale cow and sheep breeding.
17. "In the areas where state-owned estates form the main branch of farming, another rather vital institution can be found. As this branch of farming is highly mechanized, a net of machine repair-stations was organized. These machine-stations, equipped with modern workshops and tools, have at their disposal a reserve of tractor and truck pools that in certain emergencies can be used for transportation purposes. As the state is the one and only authority for these stations, it is in a position to direct transportation-columns [sic] to cover the most varying needs. Up to the present it is still rather difficult to make out the exact location of all of these stations (they are known under the name POM - Panstwowe Osrodki Maszynowe-state-owned machine centers). Just from information available at present, it is evident that they are forming a net along the more eminent strategical lines of transportation.
18. "The net of machine-stations for kolkhozes (known in Poland under the name SOM - Spoldzielcze Osrodki Maszynowe - cooperative machine-stations) are much more poorly equipped. While the transportation possibilities of the SOM net are on a much lower scale than those of the POM net, SOM on the other hand offers permanent repair services in the field.
19. "The majority of industrial activities in this area beyond the frontier-line have a rather accidental character. Quite a number of factories constructed here during World War II were just placed in this location for reasons of security without any consideration being given to economic factors. Examples of this are: the former chemical plant which is now a synthetic fibre plant in Gorzow (German: Landsberg/W); the huge steel-construction plant in Zielona Gora which was largely rebuilt during the war; the big foundry in Chocianow (German: Kotzenau) which was located in a spot nearly completely without any industr. at all; and the large foundry and heavy metallurgical factory in Nowa Sol. Several more examples could be given to illustrate

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-4-

the complete lack of logical economic reasoning for establishing industries in places lacking natural raw material, energy resources and natural marketing opportunities. Nearly all these enterprises were badly damaged during the war or dismantled after the war under the claim of 'reparations from Germany'. Only part of these plants could be rebuilt.

20. "At present the main industrial centers are the following:

- (a) Gryfice (German: Greifenberg):
foodstuff, sugar and timber.
- (b) Bialogard (German: Belgard) and neighboring Karlino (German: Koerlin):
light metallurgical timber, textile, foodstuff and leather industries. Also one of the largest soap-factories.
- (c) Krosno (German: Crossen):
stone, glass and ceramics.
- (d) Zielona Gora (German: Gruenberg):
The most active industrial center in the entire area (also the capital of Zieleniogorski county):
 - (1) 'Marcelego Nowotki' metallurgical plant producing metal constructions for bridges, cranes, axle-wheels for railway-cars (especially for wide-gauge Soviet-type rails).
 - (2) Foundry
 - (3) A plant producing machinery for the textile industry
 - (4) Carpet factory
 - (5) Brush-ware factory
 - (6) Three wine-factories processing local vintages
- (e) Nowa Sol (German: Neusalz):
 - (1) Foundry
 - (2) Factory specializing in the manufacture of large tubing and pipes for subway-system constructions.
 - (3) Textile industry
 - (4) Shipyard specializing in smaller-type river hawlers and barges.
- (f) Zagan-Zary (German: Sagan-Sorau):
textile glass industries; machinery production
- (g) Ilowa (German: Halbau):
Site of proposed spinnery center (under Six Year Plan)
- (h) Gozdnicza (German: Freivaldau):-
the traditional fire-brick center is to be continued.
- (i) Boleslawiec and Iwowe (Bunzlau - Loewenberg):
center of basalt, granite and stone quarries.
In the Boleslawiec area, (in accordance with the Six Year Plan) the largest sulphuric acid plant to date will be created in Wizow.
The recently re-opened copper mines will form the basis for the copper industry.
In nearby Gryfow Slaski (German: Greifenberg I Schl)
a fertilizer factory was set into operation.

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25X1A

- 5 -

- (j) Jelenia Gora (German: Hirschberg): besides the traditional textile, stone, glass and ceramics industries, there are newly-established metallurgical (machine-construction) and artificial fibre industries.
- (k) Kowary (German: Schmiedeberg): south of this locality, there is uranium ore excavation in the mountains.

21. "Only very few products of the industries located in the described area can be used within local markets. The majority of the products are either exported to the USSR (/such as/ uranium ore products or the heavy metallurgical production at the plants in Zielona Gora and Nowa Sol) or otherwise used for large-scale State investments.

Military Installations

22. "The area is traditionally extremely rich in special military installations. There are military barracks dispersed all over this section, and nearly without exception they have all been completely rebuilt and modernized.
23. "There are also huge maneuver-grounds scattered all over the terrain. The chief centers of these maneuver-grounds are:
- (a) The 'Drawsko' (German: 'Dramberg') maneuver-ground, which is divided into three sub-areas assigned to various unit categories:
- (1) Ziemsko (German: Zamzow)
Infantry
 - (2) Konotop (German: Kontopp)
Armored
 - (3) Prostynia (German: Wildforth)
Artillery

The Drawsko maneuver-ground which is connected on its eastern end with another complex of maneuver-grounds near Szczecinek (German: Neostettin) is one of the largest of its kind in the Central European area. The civilian population is not admitted to this area and only very scarce information slips out from this spot. The maneuver-ground is under the Fourth Military District in Bydgoszcz. The 46th Infantry Regiment and part of the 86th Antiaircraft Regiment form the permanent garrison. (This information is from Autumn 1952).

(b) The 'Wedrzyn' (German: Wandern) maneuver-ground is located in the central part of the described area in the vicinity of the newly constructed Frankfurt/Oder-Poznan autobahn.

this maneuver-ground, which was in existence before World War II, has been enlarged in its southern as well as eastern direction.

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'Special installations' can be traced on the eastern side of these maneuver-grounds in the area of Kursko (German: Kurzig), Pieski (German: Peetzig) and Wysoka (German: Hochwalde). Even during the war, these three localities were connected with a branch-off of the railway-line. Huge camps were erected in this area. The present condition and use of these installations is still unknown. (Information on the existence of all these installations - covering an area of at least 15 kilometers - during the war comes from German sources.)

(c) 'Ciborz' (known as 'Tibor Lager' during World War II) maneuver-ground. Apart from the motorized infantry regiment which is said to be stationed here, the grounds are used by other garrisons quartered in the vicinity. The large forest situated between Ciborz and Wegrzynice (German: Ulbersdorf) is utilized quite often as auxiliary grounds during large-scale maneuvers.

(d) The 'Swietoszow' (German: Neuhammer) maneuver-ground is situated between the Kwisza and the Bober Rivers (German: Bober and Quisse). This camp has also been recently enlarged. Soviet units are stationed in the Swietoszow camp while Polish units are stationed on the eastern side of the maneuver-grounds in Pstraze (German:

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-6-

Strang) [not listed in NIS Gazeteer for either Poland or Germany]. The entire southern and northern sections of the maneuver-ground underwent recent enlargement. In the northern section, the Soviet Army is using the airfield near Zagan (German: Sagan) and Sprotawa (German: Sprottau) for its jet-propelled squadrons.

4. "These main maneuver-grounds, on which huge military concentrations take place practically all year around, are flanked by another Soviet Army concentration in the northern section. This concentration occupies the large territories east of Bialogard (German: Belgard). There is another concentration of Soviet units on the southern wing of these maneuver-grounds around Legnica (German: Liegnitz.)

5. "The German General Staff contemplated using this maneuver-ground system, which was in existence before World War II, as a defense system for protection against any eventual attacks from the east. [REDACTED] this traditional German defense system is now under reconstruction with the idea of operating it as an eventual starting-base (Polish term: podstawa syzbiowa) within the sphere of eastern military plans.

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"In line with these plans, it seems that parallel to the reconstruction of the communication system, warehouses and dumps have been constructed in these maneuver areas. Furthermore, this construction is parallel to the organization of the auxiliary facilities which are offered by the State-owned estates with POM net."

[Available at the CIA Map Library is a map of the Szczecin Wroclaw area of Poland, drawn to a scale of 1:1000,000. The map has been designated as Sketch "A" and has an accompanying legend. Also available at the CIA Map Library is a larger map, drawn to a scale of 1:100,000 which appears to be an elaboration of Sketch "A" and which covers an area extending from the Baltic Sea to the Czech border of Poland. This map shows the locations of many industrial and military installations and has an accompanying legend.

25X1A

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754.5	55M
117.115	55M
122.172	55M(4M)
780	55M
722	55M
722.102	55M
741.01	55M
238.21	55M